





Today's  
Advertisements.EASTERN MICA MANUFACTURING  
WORKS.  
NOTICE.

THE OFFICE at present occupied at No. 40 Queen's Road Central will be CLOSED on and after the 1st proximo. All information will be furnished by the GENERAL MANAGERS, Messrs. BLACKHEAD & Co., Praya Central, Hongkong, 19th July, 1897. [1001]

## NOTICE.

THE OFFICERS of 1st Battalion West Yorkshire Regiment will not be RESPONSIBLE for any DEBTS that may be contracted by KONG-TOM, CATERER to the OFFICERS' MESS, nor are they RESPONSIBLE for any DEBTS that may have been contracted by SUM-KEE, COMPTROLLER, who has left their service. Hongkong, 19th July, 1897. [1100]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"FORMOSA."

Captain Robson, will be despatched for the above Ports TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 19th July, 1897. [1007]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SZACHUEN."

Captain Derby, will be despatched as above on TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th July, 1897. [1001]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and at through rates for NINGPO, CHEFOO, NANCHANG, TIENTSIN, HANKOW AND PORTS on the YANGTZE.)

THE Company's Steamship

"PROMETHEUS."

Captain Day, will be despatched as above TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th July, 1897. [1009]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG."

Captain Finlayson, will be despatched as above TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th July, 1897. [1001]

THE CHINA AND MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 20th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation  
for Passengers and is fitted with the Electric  
Light.For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 19th July, 1897. [1003]

"RICKMERS" REGULAR LINE OF  
STEAMERS.

FOR BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)

THE Company's Steamship

"DIKE RICKMERS."

Captain Muller, will be despatched as above on THURSDAY, the 23rd instant.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 19th July, 1897. [1007]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain F. Fey, will be despatched for the above Ports on SATURDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 19th July, 1897. [1008]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"ELAK."

Captain E. Baker, will be despatched as above on MONDAY, the 26th instant.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 19th July, 1897. [1004]

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(Subject to Alteration.)

Nonmouthshire... Saturday... 7th August.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched hence for PORTLAND, OREGON, and VICTORIA (B.C.), via KORE and YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoices of Goods for United States  
Ports should be in QUADRUPLET; and one  
Copy must be sent forward by the Steamer to  
the care of the GENERAL FREIGHT AGENT,  
Oregon Railway and Navigation Co., Portland,  
Oregon.For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th July, 1897. [1004]

Today's  
Advertisements.GOVERNMENT NOTIFICATION.  
No. 284.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 26th day of July, 1897, at 3 P.M., are published for general information:  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th July, 1897. [1006]Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday, the  
26th day of July, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND in Wanchai, in the Colony of  
Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Containing in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1.	Wanchai.	1/2 A. 1/4 R. 1/2 P.	1/2 A. 1/4 R. 1/2 P.	1/2 A. 1/4 R. 1/2 P.	1/2 A. 1/4 R. 1/2 P.

Intimations.

DAKIN, CRUICKSHANK &  
COMPANY.VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSRS and  
other Large Consumers.Any complaints should be addressed to the  
Manager.

Hongkong, 11th March, 1897. [13702]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF  
AERATED  
WATERS.OUR AERATED WATER FACTORY is fitted with  
the best English Machinery, embodying the  
latest improvements in the trade.The Purest Ingredients only are used, and the  
 utmost Care and Cleanliness exercised in the  
Manufacture throughout.The Water used is proved by repeated  
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Emplies when received in good order.Counterfoil Order Books supplied on applica-  
tion.Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.The following is a List of Waters always kept  
ready to Stock—PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
SALTZETTER WATER,  
LITHIA WATER,  
SARSAPARILLA WATER,  
Tonic WATER,  
GINGER ALE,  
GINGERADE.No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.A. S. WATSON & CO. LD.,  
THE HONGKONG DISPENSARY,  
Hongkong, 19th April, 1897.

## BIRTHS.

At Chong'ing, Shanghai North China, on the  
23rd of June, 1897, the wife of the Rev. E. W.  
BURN, B.A., of a son.At Shanghai, on the 22nd June, the wife of J.  
Green, of a daughter.

DEATHS.

At Shanghai, on the 18th instant, HEINRICH  
J. JÜRGENS, aged 72 years.At Shanghai, on the 18th instant, JOHN  
JACKSON, shipwright (Boyd & Co., Ltd.) late of  
Govan, Scotland; aged 37 years.At Shanghai, on the 18th instant, H. C.  
MILLER, a citizen of U.S.A., late with S. Han-  
kin & Co.; aged 32 years.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 19, 1897.

## TELEGRAMS.

REUTERS' MESSAGES.

THE HENLEY REGATTA.

LONDON, July 16th.

The American sculler Teasack has won the  
diamond sculls at Henley.

TURKEY AND THE POWERS.

Tewfik Pacha has informed the Powers that  
negotiations will be resumed on Saturday.THE UNITED STATES PRESS ON  
SENATOR SHERMAN'S DESPATCH.Several of the United States papers criticize  
Senator Sherman's despatch of the 10th May as  
needlessly irritating in tone and amounting to  
bad manners.

TURKEY.

Djevd Pacha, a former Vizier, has been  
appointed Military Commander Cretia (sic).

THE ENGLISH TURF.

RESULT OF THE ECLIPSE STAKES.

THE ECLIPSE STAKES, of 10,000 sovereigns, the  
second horse to carry 100 sovereigns, the nomina-  
tor of the winner, 100 sovereigns, and the third  
100 sovereigns; for three and four year  
olds; three year olds to carry 84 lb.,  
four, 94 lb.; mares and geldings allowed  
5 lb.; any winner of a weight-for-age race  
value 500 sovereigns to carry 94 lb., of 1,000  
sovereigns to carry 104 lb., of 2,000 sover-  
eigns to carry 114 lb., of 3,000 sover-  
eigns to carry 124 lb., of 4,000 sover-  
eigns to carry 134 lb., of 5,000 sover-  
eigns to carry 144 lb., of 6,000 sover-  
eigns to carry 154 lb., of 7,000 sover-  
eigns to carry 164 lb., of 8,000 sover-  
eigns to carry 174 lb., of 9,000 sover-  
eigns to carry 184 lb., of 10,000 sover-  
eigns to carry 194 lb., of 11,000 sover-  
eigns to carry 204 lb., of 12,000 sover-  
eigns to carry 214 lb., of 13,000 sover-  
eigns to carry 224 lb., of 14,000 sover-  
eigns to carry 234 lb., of 15,000 sover-  
eigns to carry 244 lb., of 16,000 sover-  
eigns to carry 254 lb., of 17,000 sover-  
eigns to carry 264 lb., of 18,000 sover-  
eigns to carry 274 lb., of 19,000 sover-  
eigns to carry 284 lb., of 20,000 sover-  
eigns to carry 294 lb., of 21,000 sover-  
eigns to carry 304 lb., of 22,000 sover-  
eigns to carry 314 lb., of 23,000 sover-  
eigns to carry 324 lb., of 24,000 sover-  
eigns to carry 334 lb., of 25,000 sover-  
eigns to carry 344 lb., of 26,000 sover-  
eigns to carry 354 lb., of 27,000 sover-  
eigns to carry 364 lb., of 28,000 sover-  
eigns to carry 374 lb., of 29,000 sover-  
eigns to carry 384 lb., of 30,000 sover-  
eigns to carry 394 lb., of 31,000 sover-  
eigns to carry 404 lb., of 32,000 sover-  
eigns to carry 414 lb., of 33,000 sover-  
eigns to carry 424 lb., of 34,000 sover-  
eigns to carry 434 lb., of 35,000 sover-  
eigns to carry 444 lb., of 36,000 sover-  
eigns to carry 454 lb., of 37,000 sover-  
eigns to carry 464 lb., of 38,000 sover-  
eigns to carry 474 lb., of 39,000 sover-  
eigns to carry 484 lb., of 40,000 sover-  
eigns to carry 494 lb., of 41,000 sover-  
eigns to carry 504 lb., of 42,000 sover-  
eigns to carry 514 lb., of 43,000 sover-  
eigns to carry 524 lb., of 44,000 sover-  
eigns to carry 534 lb., of 45,000 sover-  
eigns to carry 544 lb., of 46,000 sover-  
eigns to carry 554 lb., of 47,000 sover-  
eigns to carry 564 lb., of 48,000 sover-  
eigns to carry 574 lb., of 49,000 sover-  
eigns to carry 584 lb., of 50,000 sover-  
eigns to carry 594 lb., of 51,000 sover-  
eigns to carry 604 lb., of 52,000 sover-  
eigns to carry 614 lb., of 53,000 sover-  
eigns to carry 624 lb., of 54,000 sover-  
eigns to carry 634 lb., of 55,000 sover-  
eigns to carry 644 lb., of 56,000 sover-  
eigns to carry 654 lb., of 57,000 sover-  
eigns to carry 664 lb., of 58,000 sover-  
eigns to carry 674 lb., of 59,000 sover-  
eigns to carry 684 lb., of 60,000 sover-  
eigns to carry 694 lb., of 61,000 sover-  
eigns to carry 704 lb., of 62,000 sover-  
eigns to carry 714 lb., of 63,000 sover-  
eigns to carry 724 lb., of 64,000 sover-  
eigns to carry 734 lb., of 65,000 sover-  
eigns to carry 744 lb., of 66,000 sover-  
eigns to carry 754 lb., of 67,000 sover-  
eigns to carry 764 lb., of 68,000 sover-  
eigns to carry 774 lb., of 69,000 sover-  
eigns to carry 784 lb., of 70,000 sover-  
eigns to carry 794 lb., of 71,000 sover-  
eigns to carry 804 lb., of 72,000 sover-  
eigns to carry 814 lb., of 73,000 sover-  
eigns to carry 824 lb., of 74,000 sover-  
eigns to carry 834 lb., of 75,000 sover-  
eigns to carry 844 lb., of 76,000 sover-  
eigns to carry 854 lb., of 77,000 sover-  
eigns to carry 864 lb., of 78,000 sover-  
eigns to carry 874 lb., of 79,000 sover-  
eigns to carry 884 lb., of 80,000 sover-  
eigns to carry 894 lb., of 81,000 sover-  
eigns to carry 904 lb., of 82,000 sover-  
eigns to carry 914 lb., of 83,000 sover-  
eigns to carry 924 lb., of 84,000 sover-  
eigns to carry 934 lb., of 85,000 sover-  
eigns to carry 944 lb., of 86,000 sover-  
eigns to carry 954 lb., of 87,000 sover-  
eigns to carry 964 lb., of 88,000 sover-  
eigns to carry 974 lb., of 89,000 sover-  
eigns to carry 984 lb., of 90,000 sover-  
eigns to carry 994 lb., of 91,000 sover-  
eigns to carry 1,004 lb., of 92,000 sover-  
eigns to carry 1,014 lb., of 93,000 sover-  
eigns to carry 1,024 lb., of 94,000 sover-  
eigns to carry 1,034 lb., of 95,000 sover-  
eigns to carry 1,044 lb., of 96,000 sover-  
eigns to carry 1,054 lb., of 97,000 sover-  
eigns to carry 1,064 lb., of 98,000 sover-  
eigns to carry 1,074 lb., of 99,000 sover-  
eigns to carry 1,084 lb., of 100,000 sover-  
eigns to carry 1,094 lb., of 101,000 sover-  
eigns to carry 1,104 lb., of 102,000 sover-  
eigns to carry 1,114 lb., of 103,000 sover-  
eigns to carry 1,124 lb., of 104,000 sover-  
eigns to carry 1,134 lb., of 105,000 sover-  
eigns to carry 1,144 lb., of 106,000 sover-  
eigns to carry 1,154 lb., of 107,000 sover-  
eigns to carry 1,164 lb., of 108,000 sover-  
eigns to carry 1,174 lb., of 109,000 sover-  
eigns to carry 1,184 lb., of 110,000 sover-  
eigns to carry 1,194 lb., of 111,000 sover-  
eigns to carry 1,204 lb., of 112,000 sover-  
eigns to carry 1,214 lb., of 113,000 sover-  
eigns to carry 1,224 lb., of 114,000 sover-  
eigns to carry 1,234 lb., of 115,000 sover-  
eigns to carry 1,244 lb., of 116,000 sover-  
eigns to carry 1,254 lb., of 117,000 sover-  
eigns to carry 1,264 lb., of 118,000 sover-  
eigns to carry 1,274 lb., of 119,000 sover-  
eigns to carry 1,284 lb., of 120,000 sover-  
eigns to carry 1,294 lb., of 121,000 sover-  
eigns to carry 1,304 lb., of 122,000 sover-  
eigns to carry 1,314 lb., of 123,000 sover-  
eigns to carry 1,324 lb., of 124,000 sover-  
eigns to carry 1,334 lb., of 125,000 sover-  
eigns to carry 1,344 lb., of 126,000 sover-  
eigns to carry 1,354 lb., of 127,000 sover-  
eigns to carry 1,364 lb., of 128,000 sover-  
eigns to carry 1,374 lb., of 129,000 sover-  
eigns to carry 1,384 lb., of 130,000 sover-  
eigns to carry 1,394 lb., of 131,000 sover-  
eigns to carry 1,404 lb., of 132,000 sover-  
eigns to carry 1,414 lb., of 133,000 sover-  
eigns to carry 1,424 lb., of 134,000 sover-  
eigns to carry 1,434 lb., of 135,000 sover-  
eigns to carry 1,444 lb., of 136,000 sover-  
eigns to carry 1,454 lb., of 137,000 sover-  
eigns to carry 1,464 lb., of 138,000 sover-  
eigns to carry 1,474 lb., of 139,000 sover-  
eigns to carry 1,484 lb., of 140,000 sover-  
eigns to carry 1,494 lb., of 141,000 sover-  
eigns to carry 1,504 lb., of 142,000 sover-  
eigns to carry 1,514 lb., of 143,000 sover-  
eigns to carry 1,524 lb., of 144,000 sover-  
eigns to carry 1,534 lb., of 145,000 sover-  
eigns to carry 1,544 lb., of 146,000 sover-  
eigns to carry 1,554 lb., of 147,000 sover-  
eigns to carry 1,564 lb., of 148,000 sover-  
eigns to carry 1,574 lb., of 149,000 sover-  
eigns to carry 1,584 lb., of 150,000 sover-  
eigns to carry 1,594 lb., of 151,000 sover-  
eigns to carry 1,604 lb., of 152,000 sover-  
eigns to carry 1,614 lb., of 153,000 sover-  
eigns to carry 1,624 lb., of 154,000 sover-  
eigns to carry 1,634 lb., of 155,000 sover-  
eigns to carry 1,644 lb., of 156,000 sover-  
eigns to carry 1,654 lb., of 157,000 sover-  
eigns to carry 1,664 lb., of 158,000 sover-  
eigns to carry 1,674 lb., of 159,000 sover-  
eigns to carry 1,684 lb., of 160,000 sover-  
eigns to carry 1,694 lb., of 161,000 sover-  
eigns to carry 1,704 lb., of 162,000 sover-  
eigns to carry 1,714 lb., of 163,000 sover-  
eigns to carry 1,724 lb., of 164,000 sover-  
eigns to carry 1,734 lb., of 165,000 sover-  
eigns to carry 1,744 lb., of 166,000 sover-  
eigns to carry 1,754 lb., of 167,000 sover-  
eigns to carry 1,764 lb., of 168,000 sover-  
eigns to carry 1,774 lb., of 169,000 sover-  
eigns to carry 1,784 lb., of 170,000 sover-  
eigns to carry 1,794 lb., of 171,000 sover-  
eigns to carry 1,804 lb., of 172,000 sover-  
eigns to carry 1,814 lb., of 173,000 sover-  
eigns to carry 1,824 lb., of 174,000 sover-  
eigns to carry 1,834 lb., of 175,000 sover-  
eigns to carry 1,844 lb., of 176,000 sover-  
eigns to carry 1,854 lb., of 177,000 sover-  
eigns to carry 1,864 lb., of 178,000 sover-  
eigns to carry 1,874 lb., of 179,000 sover-  
eigns to carry 1,884 lb., of 180,000 sover-  
eigns to carry 1,894 lb., of 181,000 sover-  
eigns to carry 1,904 lb., of 182,000 sover-  
eigns to carry 1,914 lb., of 183,000 sover-  
eigns to carry 1,924 lb., of 184,000 sover-  
eigns to carry 1,934 lb., of 185,000 sover-  
eigns to carry 1,944 lb., of 186,000 sover-  
eigns to carry 1,954 lb., of 187,000 sover-  
eigns to carry 1,964 lb., of 188,000 sover-  
eigns to carry 1,974 lb., of 189,000 sover-  
eigns to carry 1,984 lb., of 190,000 sover-  
eigns to carry 1,994 lb., of 191,000 sover-  
eigns to carry 2,004 lb., of 192,000 sover-  
eigns to carry 2,014 lb., of 193,000 sover-  
eigns to carry 2,024 lb., of 194,000 sover-  
eigns to carry 2,034 lb., of 195,000 sover-  
eigns to carry 2,044 lb., of 196,000 sover-  
eigns to carry 2,054 lb., of 197,000 sover-  
eigns to carry 2,064 lb., of 198,000 sover-  
eigns to carry 2,074 lb., of 199,000 sover-  
eigns to carry 2,084 lb., of 200,000 sover-  
eigns to carry 2,094 lb., of 201,000 sover-  
eigns to carry 2,104 lb., of 202,000 sover-  
eigns to carry 2,114 lb., of 203,000 sover-  
eigns to carry 2,124 lb., of 204,000 sover-  
eigns to carry 2,134 lb., of 205,000 sover-  
eigns to carry 2,144 lb., of 206,000 sover-  
eigns to carry 2,154 lb., of 207,000 sover-  
eigns to carry 2,1



Mr. Woodhouse—That is immaterial. Mr. Francis—All those were only answers to your own questions.

RE-EXAMINATION BY MR. FRANCIS.

To Mr. Francis—I obtained the silk for Mrs. Wicheff from the Chu Loong shop in Jervois Street. I did not buy any silk for her but I only brought samples for her. I cannot say when this was but it was four or five days before Dr. Ayres' departure. The second occasion was a day or two after the first. I obtained the samples from only one shop.

Mr. Woodhouse—Mr. Locker, I see you here; are you in this case?

Mr. Locker—I am instructed to watch the case on behalf of a party interested.

Mr. Woodhouse—On behalf of a party?

Mr. Locker—Yes, your Worship.

Mr. Francis—Keep that man (witness Cheng On) out of court; will you of the way. I may want to call him again.

Defendant—He should be detained in the court.

Mr. Woodhouse—If the defendant wishes it; have you any objection, Mr. Francis?

Mr. Francis—No, I only wanted him to be identified.

THE MASTER OF THE GAMBLING HOUSE IN THE WITNESS BOX.

Sham In, sworn, said: I have no other name. I am now a prisoner in the Victoria Gaol. I was convicted the other day for a gambling house in Wah Lane. My sentence was nine months' imprisonment and a fine of \$1000. I reside in No. 3 East Street. I was in charge of the accounts. I knew the last witness. He came to me and, speaking of some money for No. 12, \$10, he asked me whom I would hand the money to and he said Tang Kum.

It was about the second or third moon this year. It was on or about the 10th of the second moon. I made payments in consequence of what Cheng On told me. I gave \$10 a day. That payment was made from the second moon to the 18th June. Tang Kum came for the money every day. I did not make any payments to Cheng On; all the payments were given to Tang Kum. When Cheng On came to me he said "There is no gambling in Number Twelve's place. He wants \$1 a day. I want to cents as wages." I promised to pay him. When Cheng On came he was alone. He came to No. 3 East Street. I handed the money personally to Tang Kum.

Defendant—No questions.

Mr. Francis—I am sorry, your Worship, to have to ask for an adjournment as I am not able to go on with it now. I will be able to resume this afternoon.

Mr. Woodhouse—Have you (defendant) any objection to a remand?

Defendant—No, your Worship. (After a pause.) Permit me, your Worship, to recall the witness Cheng On. I want to put one or two questions which alluded from my memory.

Mr. Woodhouse—Let him be put in the box. On what day were you arrested?—On the 12th July.

At what time?—Between 3 and 4 p.m. Who arrested you?—Inspector Mackie. You said on the 17th last, that you did not know what you were arrested for, is that correct?—Yes, I did not know why I was arrested.

When you were arrested, were you shown a warrant?—No. He did not show me a warrant. A warrant is not necessary, is it?—No.

And do you not know whether there is a warrant for your detention or not?—No.

You have been in the Police for a number of years, you know whether it is legal or not to detain you in gaol without a warrant?—I know it is not legal to detain a man without a warrant, but you told me that Mr. May and Inspector Mackie can detain a person without a warrant.

But is it correct?—You told me so. Who?—You told me that in the interview in your house.

I ask you if it is legal or not?—It is a silly waste of time to ask the witness legal questions.

Defendant—And still he has not been shown a warrant and he does not know whether there is a warrant for him.

Mr. Francis—That is irrelevant.

Mr. Woodhouse—I see a certain amount of relevancy.

You continued in gaol of your own free will?—No, how can I go away? I do not wish to remain there but I cannot get out.

Are you allowed to go in and out of the gaol whenever you like?—No, I was confined in a room.

Did the Captain Superintendent of Police tell you that there is a warrant?—No, there was nothing mentioned about that.

The hearing was then adjourned till 2.15 p.m.

COMMITTED FOR TRIAL AT THE CRIMINAL SESSIONS.

On remand at 2.15 Tang Kum, sworn, said that he kept a meidien shop, No. 18, Hollywood Road. He knew the witness Cheng On and also a person named Sam Ying. Cheng On told him he obtained \$100 per day for No. 12 and witness was to go to Sam Ying who would give him the money. Witness went to Sam Ying for the money. He went to him once every day and received from him \$31.55. Of this he paid Cheng On \$5.50 once every five days. Besides the \$5.50 Cheng On had a few 10-cent pieces for himself. He had paid Cheng On \$5.50, \$3.50 for himself, and \$3; he did not know who the latter sum was for. Witness received a few 10-cent pieces as wages from Sam Ying. Of the money who paid to Cheng On, he told him \$10 was for No. 12. He got money from no one else. He knew where Sam Ying lived; it was at No. 3 East Street; he knew him last year and he was in a druggist's shop before. Witness had been in the police here and resigned 12 years ago of his own accord. There were no complaints against him. He got \$3.50 daily from Sam Ying, who told him what persons to give to him. Cheng On used to come to him every five days and get \$5.

Cross-examined by defendant—Witness used to pay \$5.50 every five days to Cheng On for No. 12.

His Worship—If I think this witness (Cheng On) should be out of court, let him go outside.

Witness, continuing—Deducted no wages from the \$5.50. I paid the money in subsidiary coins. I gave Cheng On \$5 for himself. I did not know what the money was for. He only told me to go to Sam Ying who paid it. I am quite sure Cheng On did not tell me what the money was for. I do not know whether Cheng On had any interest in the gambling affair. I served 12 years in the police and resigned on my own accord. I did not ask for a discharge. I intended going into the country to carry on business there. I have a pension. It is a commuted one. Do not remember the amount I received as pension. It was \$150 odd and three months' annuity. There were no deductions. That is all, your Worship.

Mr. Francis—No questions.

Defendant—I wish to ask another question: Did he at any time go to Sam Ying with Cheng On?—No.

His Worship—Is Sam Ying in attendance? Let him be identified.

Mr. Francis asked that the last witness be kept in charge.

Defendant—Will Your Worship order all the witnesses to be kept in court so as not to communicate with future witnesses.

Mr. Francis—This is the last witness.

Hau Wai Tsim, sworn, said he was a mercer in business at 118 Jervois St. He dealt in silks and pieces goods for Chinese. He was the manager. He knew Cheng On, and supplied him with samples of silk between May and 22nd, 11th, this year. He got three or four samples. He asked witness to change some samples but witness said he had no more. That was one or two days after he got the samples. He wanted some blue silk but witness had none. Cheng On bought two pieces of Chinese red silk cloth from him between 10 and 20 days before he got the samples. Witness made two pieces of clothing for Cheng On, one blue silk jacket and one light silk jacket. The blue silk jacket was made on May 20th. The silk came out of witness's shop. Cheng On had not paid for those jackets. They were not presented and the account was entered in the shop books. Witness knew him as Cheng Ming San. Had known him for many years.

Defendant—I have never seen you at my shop by or get samples of silk.

Defendant—That is all, your Worship.

Sam Ying was then brought in and identified by Tam Kum.

Mr. Francis: That concludes the case and I must ask your Worship to commit it for trial. Of course if defendant wishes to call witnesses he may. It is a case which your Worship can only decide for want of evidence or commit for trial.

His Worship—I would like to question some of the witnesses. In what list shall I regard the list of names? It is mentioned as having been found.

Mr. Francis—I did not put it in. Defendant called for it himself.

His Worship, after referring to his notes, said that after the book had been put in defendant wished to examine it.

Mr. Francis said defendant had no right to see any more of the book than he referred to his case. It was a common thing in the Supreme Court when confidential papers were produced to reveal only those parts relating to a case. The prisoner was entitled to see the book where it referred to him if he liked to take the risk. He (counsel) brought out the fact that a book was seized; defendant asked did it refer to him. Capt. May said it did and so he was entitled to see it.

Defendant—Captain May said there were entries of two accounts paid to No. 12 after that I asked for the production of the book.

Mr. Francis: Directly Mr. Wicheff asked that the book become evidence; I could not have said so.

His Worship—I think it was said that the entries, if made known, would be prejudicial to the public interests. To Mr. Francis—Can you give me any precedent?

Mr. Francis—I have none at hand. I don't think you need trouble about the matter as it must be dealt with by the Supreme Court. The book is in Mr. May's custody and the question was put of it is evidence can there be disposed of.

In reply to His Worship, defendant said he would reserve his claim to cross-examine on the book if the case were committed.

Mr. E. H. May was then recalled by Mr. Woodhouse. He said he became Captain Superintendent of Police on February 12th, 1893. The regulations from which he quoted rule 73 were made in 1892. The rule referred to constables and not to inspectors.

He did not at the moment recollect any other rules or regulations regarding inspectors and gambling. There were other orders for the guidance of inspectors besides the one he read. These orders would come from the Superintendent and were of a departmental nature. Witness went to explain how the orders were made and produced an order regarding payment to informers.

His Worship said he wanted to know what orders were in force covering defendant's alleged neglect of duty.

Mr. May made further explanations and gave his definition of the terms "Common Gambling House" in the Ordinance. Defendant had charge of No. 1 section from August 6th till his suspension. Witness had received several letters about gambling in Wah Lane.

Mr. Francis—The neglect of duty specially referred to the house of which defendant spoke to Cheng On.

Defendant—If you intend to commit, your Worship, I would ask the Captain Superintendent to produce the character roll for my last 12 or 15 years in the Force.

His Worship—Will you reserve your defence?

Defendant—The prosecution has failed to prove that I knew gambling went on in this place. There is no case at all. Nothing has been proved of my neglect there and no reliance is to be placed on the witness Cheng On. He did not bring the man who said he called me upstairs either. Your Worship, it would be an injustice and put me to great expense to commit me for trial. If you do I reserve my defence.

His Worship—Committed for trial. Bail as before.

Mr. Francis asked for increased bail of two securities of \$500.

Defendant—My family is security enough. I should think, for bail in a petty case of this kind, trumped up against me by a pious witness I would not arrest some girls at a brothel.

His Worship—The prosecution is justified in asking for increased bail. Two of \$500 or one of \$1000.

Defendant—You are imposing a great hardship on me, after saying bail as before.

Mr. Francis—That was pending investigation. Counsel then asked to have the depositions ready as soon as possible as a case might be dealt with at the present session.

His Worship, in reply to defendant, said he thought he should have a copy of the depositions.

RUSSIA AND CHINA.

A thoroughly well informed correspondent in Peking, writing on 16th June says: It is generally reported that the Russian Ambassador is secretly carrying on negotiations with the Chinese Government, urging amongst other things the prompt construction of a railway from Kifu to Port Arthur. The Envoy offered to advance the money for the construction of this railway if necessary. This may be true, if the ambition of Russia and China's financial state are considered, a reason is also current to the effect that since his trip to Russia Li Hung-chang seems to be in the special confidence of the Russian Government and in every affair of state he inclines towards Russia, which must excite disagreeable feelings amongst native circles against Li Hung-chang. However, it is beyond doubt at all the events, Russia is exercising her power over the high officials in Peking. It is, moreover, reported that the arrival of the Russian Ambassador is to coincide a diplomatic and offensive alliance between Russia and China. This is simply believed among many officials to be true. A correspondent of the London Times, who lately arrived and is now staying here, told me that his object in coming to China is to investigate the secret of the said alliance. Also, that France, which recently obtained permission to proceed with the Amoy railway

as far as Lunchow, is now trying to get further permission to extend the railway as far as Nanning, to open Yunnan to French trade, to construct a railway to the north of Mengtze, and to work mines in Yunnan province. Some people suppose that it is owing to the protraction of these negotiations that the French Minister to China, M. Gerard, who was to have left some time ago for home, is staying on still in Peking. The so-called Belgian loan, it is also said by some people, depends upon capital from France, while the management of the loan is to be conducted by the Russo-Chinese Bank. Thus the actual management of the Lu-han railway will be in the hands of Russia and France. In contrast to the steadily increasing power of these two countries in China, British prestige is diminishing steadily from the Chinese stage in spite of her recent gains in the opening of the West River and some frontier advantage in South-Western China.—China Gazette.

### THE "ADEN" DISASTER.

FURTHER DETAILS.

The steamer *Simla*, which arrived at Colombo on the 1st July, passed Socotra on the 24th June, and there saw the *Aden* lying a hopeless wreck on the rocks. The *Simla* was told at Aden that the steamer was missing, and was asked to look out for her, and just before she left Aden the I. M. S. *Mayo* was also despatched to learn about the wreck. The *Simla* and the *Mayo* kept in sight of each other till the 27th, and thus they found the wreck together. The P. & O. vessel was up on the reef on the south-east side of Socotra, and there was no possible chance of hauling her off. The weather was very rough, and the waves were breaking even over her masts. The funnel had gone, but otherwise she looked unharmed, and she had driven straight on without any list. There was no sign of life on board, and no signals were flying. The *Mayo* put in closer than the *Simla* did, but the weather was too bad to render assistance. It was found that, apparently none being required, the *Simla* came on to Ceylon, where the news was an agreeable surprise that the *Mayo* eventually saved so many lives from the wreck, as there appeared to be not a soul on board. The assumption is that those lost were worn out to signal.

The Russian steamer *Saratov* which arrived at Colombo on the 1st July from Europe, brought further particulars of the *Aden*. It appears that the Russian Consul at Aden asked the Captain of the Russian steamer *Saratov* to keep a sharp look out near the coast of Socotra for the steamer *Aden*. At Cape Rant Khalay, she sighted the *Aden* on a reef in lat. 12° N., Long. 42° E. and the direction of the steamer was W.S.W. at a distance of three quarters of a mile. The waves were rolling over her heavily and there was no sign of any person on board. Her funnel and fore-topmast were broken off. The steamer *Mayo* was sighted leaving the wreck, and since she signalled "passengers saved" the Russian steamer proceeded on her way.—Times of Ceylon.

The *Madras Times* says that the *Aden* sailed from Colombo on the usual course making for Ras Mome, off Socotra. It is usual for a steamer to pass this point at a distance of four or five miles, and trusting no doubt, to the South-east current, the captain reckoned that he would be about twice that distance from the two shoals off Ras Mome. The cyclone in which the vessel was caught was blowing north-east, and blew the vessel on to the shoals.

THE ARMY AND NAVY AND THE JUBILEE REVIEW.

The following correspondence is published in the *Gazette* of 17th instant:—

THE GOVERNOR TO GENERAL OFFICER COMMANDING.

Government House, Hongkong, 25th June, 1897.

Sir,—On behalf of myself and the civil community of this colony, I desire to convey to your Excellency an expression of grateful thanks for the ready co-operation of the Military Authorities in connection with the recent celebrations in Her Majesty's honour.

The splendid appearance of the Troops at the Review held in the Happy Valley on Tuesday afternoon last could not fail to excite the admiration of all present, and the impressive military ceremony was indeed worthy of the great occasion.

To your Excellency and to the Officers and men under your command the greatest credit and he thanks of the community are due.—I have the honour to be, your Excellency's most obedient servant,

WILLIAM ROBINSON, Major-General.

His Excellency the General Officer Commanding Her Majesty's Forces in China, Hongkong.

THE GENERAL OFFICER COMMANDING TO THE GOVERNOR.

Headquarters Office, 26th June, 1897.

Sir,—I have the honour to express the pleasure felt by myself and by the Regular and Volunteer Troops under my command at learning your Excellency's appreciation of their soldierly appearance and fine bearing at the recent historic commemoration, and to assure your Excellency that we are at all times ready to co-operate with the inhabitants in all matters bearing on the welfare of the Empire and the colony.—I have the honour to be, your Excellency's most obedient servant,

W. BLACK, Major-General.

THE GOVERNOR TO THE COMMODORE.

Government House, Hongkong, 25th June, 1897.

Sir,—On behalf of myself and the civil community of this Colony, I desire to convey to you an expression of grateful thanks for the ready co-operation of the Naval Authorities in connection with the recent celebrations in Her Majesty's honour.

The admirable appearance of the Bluejackets and the Royal Marines at the Review held in the Happy Valley on Tuesday afternoon last could not fail to excite the enthusiasm of all present; and was worthy of the British Navy and the great occasion.—I have the honour to be, sir, your most obedient servant,

WILLIAM ROBINSON, Commodore Swinton C. Holland, A.D.C.

THE COMMODORE TO THE GOVERNOR.

"Victor Emanuel" at Hongkong, 26th June, 1897.

Sir,—I have the honour to acknowledge the receipt of your Excellency's letter No. 86 of 23rd instant, which I regard as an additional expression of the very satisfactory relations that exist between the Service I have the honour to represent and the community of this colony, over which your Excellency presides. The extremely heavy manner in which our Sovereign joined hands to do honour to our Sovereign's dominion, the dominion of loyalty to all other considerations, and it is with unqualified satisfaction one contemplates the combined demonstrations, which have recently drawn to a close.—I have the honour to be, sir, your Excellency's most obedient servant,

SWINTON C. HOLLAND, Commodore.

His Excellency Sir William Robinson, G.C.M.G., Governor of Hongkong.

## LEGAL INTELLIGENCE.

### SUPREME COURT.

#### CRIMINAL SESSIONS.

(Before His Lordship Sir J. W. Carrington, Kt., C.M.G., Chief Justice.)

July 19th.

#### ORDER OF BUSINESS.

Mr. E. Robinson mentioned the case of John Ross, charged with rape. He said he applied for Mr. Francis who was engaged elsewhere, that the case might be tried by a special jury. The Attorney-General, he understood, did not object.

The Attorney-General said that he had a communication from Mr. Francis, who had another engagement to-day and he (the Attorney-General) did not wish to have the case brought on to-day. His Lordship might fix it for this week, subject to any application in the meantime. He had no objection to a special jury. His Lordship then fixed the case for the 25th instant and directed a special jury to be summoned.

Mr. Robinson asked if the arson case would be taken to-day.

The Attorney-General said he would not bring it on to-day, but that to-morrow he would name a day for it.

A HARBOUR PIKACY CASE.

Wong Yam was placed on the stand charged with robbery with violence on the 24th June in the harbour at midnight on June 24th. The Attorney-General prosecuted and witnesses, who pleaded "not guilty," was undefended.

The following was the jury—J. Martel, H. U. Joffrey, V. B. Maris, D. G. A. C. Brockelmann, J. C. L. Rouch, and A. Kuhn.

The Attorney-General, in placing the facts of the case before the jury, said that prisoner was charged on one count with robbery from the master of a junk and on a second count with robbery from the master's wife. A third count of larceny was inserted simply as a matter of protection. Counsel said that the case showed there was not quite so much security as was believed. The junk was a large one anchored within half-a-mile of Stonecutter's and within half a mile of the harbour boundary. She had been engaged alongside the steamer *China* and was to return to her next morning. There were about 20 persons altogether on the junk, including the master, his wife, child and mother. The master went to sleep at 9 o'clock on top of the cabin and at about midnight he was awakened by a noise and saw two men armed with revolvers making at him. He got into the cabin and barred the door, but on his mother's advice he opened it again. The men seized him and threatened to shoot him if he moved. They then ransacked the cabins and handed the goods to three other men outside. There must have been a good many in the gang as other cabins were rifled by different men. The junk's crew were all driven into one cabin and told that if they attempted to come out that they would be blown up as a train of gunpowder was laid outside. The case succeeded and the prisoner and two others, after firing one revolver shot as a signal. It was about an hour after before the people dared to leave the cabin. The plates took with them the Master's younger brother, probably as a sort of hostage. They put him ashore on Chinese territory and he was brought back to the junk by some fishermen. In these cases, Counsel said, there was a good deal of difficulty in proceeding owing to the immediate proximity of the Chinese mainland, where the pirates had their places of refuge. At least three independent witnesses would identify the prisoner and it would be found in his possession. Prisoner had been picked out of a number of men by one witness even after he had been allowed to change his clothes, and generally, Counsel said, the case would be found to be a very simple one.

The recovered goods were placed in several baskets by Inspector Bullin and consisted of a most miscellaneous lot of domestic articles. The sum of \$25 and a sampoo were also stolen from the master of the junk.

After a number of witnesses had given evidence, the jury returned a unanimous verdict of "guilty."

The Chief Justice said that a case like this, if satisfactorily proved, should be severely punished and he sentenced the prisoner to six years' imprisonment with hard labour.

### INDICENT ASSAULT.

Kalish Singh was charged with an indecent assault on one Lau Wah Yau on the 7th July in Kowloon.

The defendant pleaded not guilty.

Mr. W. M. Goodman (Attorney-General) instructed by Mr. H. L. Deane (Crown Solicitor) prosecuted and the defendant was not represented by counsel.

The jury was as follows:—E. J. Moore, T. Motabey, F. M. Lu, P. B. Sores, F. T. Foyan, A. W. Slade, A. A. dos Remedios.

His Lordship the Chief Justice discharged the remainder of the jurors and requested their presence at 2 p.m. to-morrow.

Evidence was given by the Lau Wah Yau. Prisoner was found guilty and was sentenced to five years' hard labour.

## THE HONGKONG GOVERNMENT GAZETTE.

[Saturday, 17th July, 1897.]

### NOTIFICATIONS.

No. 285.—Contains letters from H. E. the Governor to H. E. Major General Black and Commodore Holland, returning thanks for the co-operation of the military and naval forces in the Jubilee celebration.

No. 286.—Notifies the further appointment of Mr. N. J. Edal for three years as a member of the Sanitary Board.

No. 288.—Announces the registration of the instruments of the China Export, Import and Bank Company.

No. 290.—Contains the minutes of the Sanitary Board's meeting held on June 30th.

No. 291.—Notifies the appointment of Mr. A. Seta as Acting Assistant Registrar General and Deputy Registrar of Marriages.

No. 292.—Notifies vacancies for two Inspectors of Nuisances in the Sanitary Department.

No. 293.—Contains a list of Meteorological observations made at the Observatory during June 1897.

No. 294.—Calls for tenders for rearing trees and supplying seeds.

No. 295.—Publishes a notice from Rear-Admiral P. V. McNair, U. S. Navy, regarding a new buoy moored in Chiao Harbour.

No. 296.—Publishes a return of deaths registered during June, 1897.

The *Gazette* also contains the usual list of unclaimed telegrams lying in the Telegraph Office; officers; the Post Office list of postal orders; and list of letters, etc. for merchant vessels.

## NOT AND A.

### CALENDAR.

#### JULY.

Meteorological means based on ten years' observations 1888.

Barometer ..... 29.73  
Thermometer ..... 81.5  
Humidity ..... 83  
Rainfall ..... 15.98

#### TO-DAY.

Barometer ..... 29.83  
Thermometer ..... 85  
Humidity ..... 76  
Rainfall ..... 0.16

#### TO-DAY.

Barometer ..... 29.83  
Thermometer ..... 85  
Humidity ..... 76  
Rainfall ..... 0.16

Monday, 19th July, 1897.

Chinese—20th of 6th moon of 23rd year of Kwong-si.

Jewish—19th Tamuz, 5657.

Mohammedan—18th Safar, 1315.

Sun—Rises ..... 5.45 a.m.  
Sets ..... 6.45 p.m.  
High water—Morning ..... 1.45 p.m.  
Afternoon ..... 1.45 p.m.  
Low water—Morning ..... 5.45 a.m.  
Afternoon ..... 6.45 p.m.

ANNIVERSARIES.

1861—Nanking captured by the Imperialists.

1871—Shanghai captured by the Imperialists.

1881—Ratification at Peking of the new treaties of commerce and navigation between the United States and China.

1891—Typhoon in Hongkong; H.M.S. *Tweed* driven ashore.



## Intimations.

**A STRIKING SUCCESS!**  
**MAYPOLE SOAP**  
WILL DYE TO ANY SHADE. BUT WON'T WASH OUT OR FADE.

**DOES NOT DYE THE HANDS.**  
For Dyeing Silks, Satins, Cottons, Feathers, Lace, Woolen Goods, or Mixtures of Cotton and Wool, &c.  
Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pincoffs, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

**COLOURS STOCKED.**  
Cream, Heliotrope, Pink, Canary, Mauve, Alice Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Celise and Cardinal.  
**Sole Agents for Hongkong and China,**  
**WATKINS & CO.,** Apothecaries' Hall, 66, Queen's Road Central.

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS Hongkong, & Co.,

## CARBOLINEUM-AVENARIUS

Used for 20 Years.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
**SCHIEFFEL & Co.**

Hongkong, 15th May, 1896.

## KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA

and  
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK  
MAKERS, 17, WALKER STREET,  
SMITHS, and OPTICIANS,  
CHARTS and BOOKS.

Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition;  
and for Voltaire's and other  
CELEBRATED OPTICAL GLASSES,  
MARINE GLASSES and SPYGLASSES,  
Nos. 54 & 56, Queen's Road Central.

Hongkong, 17th December, 1896.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

Sole Agents for the East for the amalgamated  
CLEVERLY, HUMMER and GLADIATOR Co., Ltd.,  
DUNLOP TYRES' BICYCLES—PRICE...\$185.  
A special reliable Watch made for this Climate  
Quality A.....\$16  
Quality B.....\$12  
Quality C.....\$8

10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

## TAKE NOTE

It is UNIVERSALLY ADMITTED THAT  
TO indicate the exact use of words, no  
DICTIONARY can compare with the New  
Edition of  
**WEBSTER'S DICTIONARY.**

At the office of the Hongkong Telegraph you  
can see, and procure for SIX DOLLARS, a Copy  
of the Webster of Webster, the latest and most  
comprehensive proof that Labor omnia vincit.

Hongkong, 17th May, 1897.

## THE GRILL ROOM,

2, QUEEN'S ROAD.

THE LEADING CATERERS  
ON  
TUESDAYS,  
GREEN TURTLE STEAKS for TIPPIN.  
GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent  
to PRIVATE HOUSES at shortest notice.  
WEDDINGS, PRIVATE PARTIES,  
TIFINS and DINNERS a Specialty.  
Hongkong, 14th December, 1896.

## Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

"CATHERINE APCAR"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. of the 20th instant, will  
be landed at Consignees' risk and expense into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside;  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
**DAVID SASSOON, SONS & Co.,**  
Agents.

Hongkong, 17th July, 1897.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship  
"COPTIC."  
The above Steamship having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to take  
immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk and  
expense.

**J. S. VAN BUREN,**  
Agent.

Hongkong, 13th July, 1897.

## Shipping.

## STEAMERS.

**MOGUL-WARRACK-MILBURN LINE.**  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"AR-YLL,"  
will be despatched as above TO-MORROW, the  
20th July, at Noon.  
S.S. "G. LAZAR," to sail about 7th August, '97.  
S.S. "LEN NOX," to sail about 21st August, '97.  
For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.

Hongkong, 19th July, 1897.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS,  
RIVER PLATE, &c.)  
THE Company's Steamship

"KAISOW,"  
E. Warrall, Commander, will be despatched as  
above on WEDNESDAY, the 21st instant, at  
Noon.

For Freight, &c., apply to  
**HOLLIDAY, WISE & Co.,**  
Agents.

Hongkong, 15th July, 1897.

## "GREEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLENLOCHY,"  
Captain Macgregor, will be despatched as above  
on WEDNESDAY, the 21st instant, at 4 P.M.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.

Hongkong, 14th July, 1897.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"  
Captain Williams, will be despatched on WED-  
NESDAY, the 21st instant, at 4 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
Return Tickets issued by this Company to and  
from AUSTRALIA are available for return  
by Steamers of the EASTERN and AUSTRALIAN  
S. S. Co. and vice versa.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 12th July, 1897.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"TAKSANG,"  
Captain P. H. Rolfe, R.N.R., will be despatched  
as above on FRIDAY, the 23rd instant, at 4 P.M.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.

Hongkong, 14th July, 1897.

## "MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ROMARTY,"  
Captain Duncan, will be despatched as above  
on or about FRIDAY, the 23rd instant.

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.

Hongkong, 16th July, 1897.

## "NATAL" LINE OF STEAMERS.

FOOCHOW AND HONGKONG TO SOUTH  
AFRICA (DIRECT).

FOR NANTAI, EAST LONDON, ALGOA  
BAY, MOSSEL BAY AND CAPE TOWN.  
(Taking Cargo under through Bill of Lading to  
DELAGOA BAY and BEIRA.)

THE Steamship

"PONGOLO,"  
Captain Cox, due here from Fochow on the 22nd  
July, will be despatched for the above  
Ports on SATURDAY, the 24th July, at Noon.

To be followed by the Company's Steamship  
"CONGELLA,"  
on or about the 17th August; this steamer left  
Durban 2nd July, for Fochow (direct).

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.

Hongkong, 14th July, 1897.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"  
Captain Baker, will be despatched as above on  
MO'N'DAY, the 26th instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 13th July, 1897.

## "BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE,"  
Captain Sarchet, is due here about 22nd instant,  
and will have quick despatch.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.

Hongkong, 8th July, 1897.

## SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"FALLS OF DEE,"  
Lock, Master, shortly expected, will load here  
for the above Port, and will have quick despatch.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 4th February, 1897.

## FOR SAN FRANCISCO.

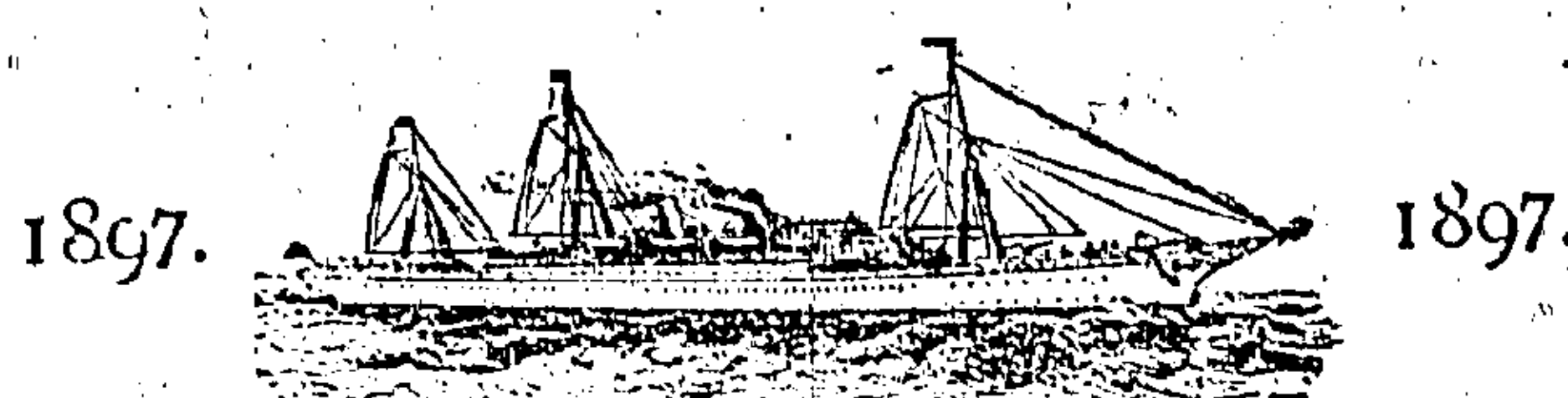
THE 100 A1 British Bark

"HEATHBANK,"  
McKee, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.

For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.

Hongkong, 17th June, 1897.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF JAPAN**...Comdr. H. Pybus, R.N.R. ....WEDNESDAY, 21st July.

**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 11th Aug.

**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R. ....WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS TO WEEK in the Trans-Pacific journey (avoiding the rough  
passages generally experienced in the latitudes further South) and make connection at Vancouver  
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC  
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

**D. E. BROWN, General Agent,**  
**Pickers Street.**

Hongkong, 12th June, 1897.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**City of Rio de Janeiro** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 3rd August, at Noon.

**City of Peking** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 24th August, at Noon.

**City of Yokohama** (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 11th Sept., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA AND HONOLULU on  
THURSDAY, the 3rd August, 1897, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding ORDERS FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO  
GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until five P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo de-  
stined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

**J. S. VAN BUREN, Agent.**  
Hongkong, 5th July, 1897.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 14th May, 1897.

## Mails.

NORDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, HONOLULU,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

**Sachsen** ..... Tuesday ... 22nd July.

**Bayern** ..... Tuesday ... 17th Aug.

**Prinz Heinrich** ..... Tuesday ... 14th Sept.

**Preussen** ..... Tuesday ... 12th Oct.

**Sachsen** ..... Tuesday ... 9th Nov.

**Bayern** ..... Tuesday ... 7th Dec.

**Prinz Heinrich** ..... Tuesday ... 4th Jan.

ON TUESDAY, the 23rd day of July,  
1897, at 9 A.M., the Company's Steamship  
"SACHSEN," Captain H. Supper, with  
MAILS, PASSENGERS, SPECIE AND CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.

Shipping Orders will be granted till Noon on  
SATURDAY, the 17th July. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 19th July, and Parcels will be received at  
the Agency's Office until Noon on MONDAY, the  
19th July. Consignees of Packages are requested  
to forward Receipts will be signed for less than  
£25 and Parcels should not exceed Two Feet  
Cubic Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.

Hongkong, 23rd June, 1897.

## NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table,  
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad traveling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK, etc. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

**Columbia** ..... Tuesday ... 1 July 27.

**Tacoma** ..... Tuesday ... 1 Aug. 17.

**Victoria** ..... Tuesday ... 1 Sept. 7.